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COUNTRY East Germany

SUBJECT Railroad Freight Cars and Repair Shops

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THIS IS UNEVALUATED INFORMATION

1. Statistical disposition of existing freight cars subdivided according to series and type:

Series	Type	Number	Totals
	Covered Cars		
01	Gw	1,200	
02	G	2,000	
03	G	7,200	
04	G	5,200	
05	G	8,000	
06	Gs	3,200	
07	Grs	2,800	
10	Gm	400	
11	Gm	1,200	
12	Gl	2,500	
13	Glt	200	
15	GG	300 1)	34,000
17	Gk	350	
18	T	450	800
19			
20	Gll		
21	K Km	2,000	100
22	K Kt	130	2,130
23	V		
91	[redacted]		140
			20
	Total (approx.)		37,000

1) Twenty of which are of German construction.

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Page Denied

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

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Open Cars

Series	Type	Number	Totals
24	Ow	900	
25	Op	1,200	
26	O	2,200	
27	Op	2,900	
28	Oa	2,600	
29	O	4,600	
30	O Stahl	600	
31	O Stahl	1,100	
32	Ol	1,200	
33	On	2,300	
34	O	2,200	
35	On	4,100	
36	On	3,800	
37	On	7,000	
38	On	3,800	
39	Onn	500	
40	Onn	400	
41	On	3,200	
42	Onn	4,300	
43	Onn	10,000	
44	Onn	3,400	
45	Ot	300	
46	Ok	20	
47	Oo	500	
47	Oot	100	
48	On	600	
49	On	1,600	
92	O	300	
93	Ow	400	
83	Ont	400	
89	X	1,500	
00 (100)	Ouq	600	
	Grand total:	69,020	

Other Cars

60	RBy	1,700	
61	R,RM	3,200	
62	Rmm	1,900	
63	Ro	2,100	
64	S	1,300	
65	SS	2,100	
65	SSy	700	
66	SSt	100	
67	SS	700	
68	H	1,400	
[illegible]	Hu	100	
90	X	900	
	Total (approx.):	16,000	

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Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

In sum:

37,000 cars
69,000 "
16,000 "

122,000 normal gauge freight cars excluding freight train [illegible] cars.

2. Explanation of the above series and types:

01 Gs: covered car with 10-ton capacity, not of German construction

02 G : covered car with 15-ton capacity, not of German construction

03 G : covered car with 15-ton capacity, German construction pre-1945

04 G :)
05 G :) covered car with 15-ton capacity, German construction 1950-[illegible]

06 Gs: covered car with 15-ton capacity, for fast trains up to 90 km. speed, German construction 1950-1951

07 Grs: covered car with 15-ton capacity, easily alterable to Soviet gauge trucks, German construction

10 Gs: covered car with 20-ton capacity, alterable gauge, not of German construction

11 Gs: like 07 Grs, but with 20-ton capacity

12 Gl: all series with the Gl designation refer to cars with more than 26 square meters of floor space, capacity 10-15 tons

13 Gl: large capacity freight cars with special doors for loading from [illegible] etc.

The following series are not of German construction:

01, 02, 10, 15, 21, 24, 25, 33, 34, 40, 47, 00, 47-00t, 48, 60, 64, 65, [illegible]

3. Complete listing of Reichsbahn Repair Works (Reichsbahn-Ausbesserungswerke-RAW) and corresponding work divisions outside the RAW's in East Germany.

a. Reichsbahn Repair Works

(1) RAW-Berlin, Hermsdorfer-Strasse

(a) Medium large plant, geared to repair cars of the series 47, 48, 49, 61, 62, 63, 68 and 94

(b) Work director: Fischer, politically pro-government. Technical qualifications lacking.

(c) Technical director: Schulze. 25X1 25X1

(2) RAW-Karlshorst, c/Ahrens

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Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

(a) The workshop of the former Blankenburg-Halberstadt Railroad Company (a private line). Geared to repair cars of the series 20 and 98. Of minimum importance.

(b) Work director: Wende. 25X1
25X1

(3) RAW-Brandenburg-Kirchmoeser

(a) A very important repair plant, located in a former munitions factory. It contains turning sections, grey-iron foundries, central forges (Zentrale Schmiede) and triple washeries (Tri-Waescherei). It is one of the most important RAW's in the Zone. It specializes in the repair of cars of non-German construction.

(b) Work director: Hellwitz. 25X1
25X1

(c) Technical director: Mueller. 25X1
25X1

(4) RAW-Chemnitz (Karl-Marx-Stadt)

(a) Large plant, specializing in the repair of freight cars of steel construction (series 88) and narrow gauge freight and passenger cars (series 97, 99). Rebuilds undercarriages (Untergestellen) of service cars (Bahndienstwagen). Repairs locomotives of series 03, 88-2-3, 41, 86, 94-20-21, and 98. Brass foundry.

(b) Work director: Schilde.

(c) Technical director: Ber 25X1
25X1

(5) RAW-Cottbus

(a) Medium large plant, specializing in the repair of, among others, locomotives of series 43 and 55.

(b) Work director: Rother. Political and technical qualifications are about average.

(6) RAW-Delitzsch

(a) A large plant specializing in the repair of normal-gauge passenger cars, excluding dining and sleeping.

(b) Work director: Reiche. 25X1
25X1

(c) Technical director: Schueler. 25X1
25X1

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

(7) RAW-Dessau

(a) Medium large plant, used currently for the repair of self-propelled cars (Triebwagen), but ultimately to be used for the repair of electric locomotives.

(b) Work director: Engel. 25X1
25X1

(8) RAW-Dresden

(a) Large plant, specializing in the repair of freight cars of series 21, 30, 31, 39, 41 and 43.

(b) Work director: Kardinar. 25X1
25X1

(c) Technical director: Dueschel. 25X1
25X1

(9) RAW-Eberswalde

(a) Large plant, specializing in the repair of freight cars of series 37,38,47,60, 64, 65 (SSy), 66 and 83.

(b) Work director: Drachsdork. 25X1
25X1

(c) Technical director: Herrlich. 25X1
25X1

(10) RAW-Gotha

(a) Very old, small to medium-sized plant. Highly specialized for the repair of 2 and 3 axle passenger cars of older construction and the maintenance of cars taken over from private firms.

(b) Work director: Stapp. 25X1
25X1

(11) RAW-Greifswald

(a) Small plant of little importance which specializes in the repair of 2 and 3 axle passenger cars.

(b) Work director: Schulle. 25X1
25X1

(c) Technical director: Feldberg. 25X1
25X1

(12) RAW-Berlin-Grunewald

(a) Small plant, designed only for repair of series 29 freight cars.

(b) Work director: Duesterhoeft. 25X1
25X1

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

(13) RAW-Halberstadt

(a) Small to medium plant for repair of 2 and 3-axle passenger cars of recent construction.

(b) Work director: Bandy, 25X1
25X1

(14) RAW-Halle

(a) Medium large plant for repair of locomotives.

(15) RAW-Jena

(a) Special station for the repair of tank cars.

(16) RAW-Leipzig

(a) Large plant for the repair of 2 and 3-axle passenger cars of non-German construction. Locomotive repairs.

(17) RAW-Magdeburg

(a) Large plant for the repair of freight cars of series 05, 06, 07, 11, 12, 13, 45 and 46.

(b) Work director: Gelmer. 25X1

(c) Technical director: Jass. 25X1
25X1

(18) RAW-Malchin

(a) Small plant for repair of series 27 and 89 freight cars.

(19) RAW-Meiningen

(a) Large plant for repair of series 01, 44 and other locomotives.

(20) RAW-Niedersachswerfen

(a) Small plant for repair only of tank cars.

(21) RAW-Potsdam

(a) Medium large plant specializing in the repair of series 03, 04, 15, 23, and 91 closed freight cars.

(b) Technical director: Oldag. 25X1
25X1

(22) RAW-Quedlinburg

(a) Small repair plant for the repair and rebuilding of series 50, 51, 52, 53 and 54 tank cars.

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

25X1

(23) RAW-Schlauroth

(a) Small plant for the repair of narrow-gauge locomotives.

(24) RAW Berlin-Schoeneweide

(a) Medium large plant specialising in the repair of S-Bahn cars. Could also repair D-Zug cars.

(b) Work director: Wegner. 25X1 25X1

(c) Technical director: Nitsche. 25X1 25X1

(25) RAW-Stendal

(a) Large plant, old, but nevertheless of some importance.

(26) RAW-Berlin-Tempelhof

(a) Medium large plant specialising in the repair of freight cars of 4 or more axles, series 65 SS and 67.

(b) Work director: Mied. 25X1 25X1

(c) Technical director: Quetschke.

(27) RAW-Wittenberge

(a) Medium large plant for repair of 2 and 3 axle passenger cars, two-story cars (Doppelstockwagen), fast self-propelled cars and standard and narrow-gauge locomotives.

(b) Work director: Dr. Hoerstel. 25X1 25X1

(c) Technical director: Wirbel. 25X1 25X1

(28) RAW-Zwickau

(a) Large plant for repair of series 22, 28, 35, 32, 42, 44, 47 (OLT) freight cars and series 58 locomotives, among others.

(b) Work director: Eichmann. 25X1 25X1

b. Non-RAW Plants

(These are located outside the RAW's, but come under the jurisdiction of the nearest RAW.)

(1) Perleberg.

(a) Subordinate to the RAW-Wittenberge. Designed to repair narrow-gauge freight and passenger cars of series 97, 98 and 99.

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

(2) Friedland. Subordinate to the RAW-Malchin. Repairs narrow-gauge series 96 and 97 freight cars.

(3) Hoyerswerda. Subordinate to the RAW-Dresden. Medium-sized plant for the repair of series 26 and 36 freight cars. This plant is to be converted into a RAW in 1959.

(4) Magdeburg. Subordinate to the Tank Car Directorate (Kesselwagenleitstelle and is designed to repair tank cars taken over from various private companies.

(5) Leipzig. Subordinate to the Tank Car Directorate. Repair of tank and refrigerator cars.

(6) Mitropa Gotha. Belongs to Mitropa but is supposed to be made into a RAW.

4. Summary Statistics:

a. Covered cars, types G, T, K, V. 37,000 cars

b. Open cars, type O 69,000 cars

c. Special cars, type RRy, R, S, H, SS 16,000 cars

122,000 cars

d. Condition of the cars:

(1) Good 55,000 cars - 45 % of the total

(2) Fair 35,000 cars - 29 % of the total

(3) Bad 32,000 cars - 26 % of the total

e. Of the cars in bad condition, at least 2,000 are ready for scrapping.

f. The average age of the East German freight car is 28 years. The ideal would be 19.5 years.

g. Average capacity is 19,000 kilograms.

h. The number of cars now being repaired in the RAW's and BW's totals 8,000, as follows:

Being repaired in the RAW's	4,800 cars
Being repaired in the BW's	2,000 cars
Enroute to the RAW's	1,200 cars
Total in repair	8,000 cars
Not in use because of wheel troubles	1,000 cars
In partial use	12,000 cars
	21,000 cars

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25X1
Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9

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Approved For Release 2007/07/13 : CIA-RDP80-00810A004500090007-9